



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2303470
Application Name: Brad Decker
Address of Proposal: 2414 SW Holden St.

SUMMARY OF PROPOSED ACTION

Master use permit to establish use for future construction of one two-unit townhouse, six units were previously approved under project number 2208301 and permit number 736087, for a total of (8) eight units. Parking for two vehicles will be provided at ground level, under each unit.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS
 ☐ DNS with conditions
 ☐ DNS involving non-exempt grading or demolition, or
 another agency with jurisdiction.

BACKGROUND DATA

The subject site proposal is located in the West Seattle neighborhood on 24th Avenue Southwest just north of Southwest Holden Street. The site is zoned Lowrise Two (L-2) and is also located in a predominately Single Family and Multi-family neighborhood. The density for Lowrise Two zones is one dwelling unit per 1200 sq. ft. of lot area. The project site has a lot area of 13,466 sq. ft., therefore, the addition of two units for a total eight units does not exceed the minimum density allowed for this property.

Proposal Description

The proposal consists of the constructions of one (2) two-unit townhouse for a total of (8) eight units. Parking for (2) two vehicles will be provided at ground level under each unit. The site will have vehicle and pedestrian access from Southwest Holden Street by way of an existing (32) thirty-two foot easement.

Public Comments

No comments were received during the comment period which ended on August 20, 2003.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated June 7, 2003 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short - Term Impacts

Construction activities for the two-unit townhouse could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance; the Street Use Ordinance; and the Building Code. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Engineering Department, and no further SEPA conditioning is needed.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation per the SEPA Overview Policy.

Long - Term Impacts

The following long-term or use-related impacts, which are often a consideration, do not apply in this instance: increased demand on public services and utilities; increased light and glare; and increased energy consumption. These long-term impacts are not applicable, since the expansion

of an existing use within an existing building will not adversely affect them. Additional land use impacts, which may result in the long-term, are discussed below.

Height, Bulk and Scale

Although there is an increase from (6) six units to (8) eight units, it is negligible and therefore no mitigation is warranted.

Traffic and Transportation

The availability and proximity of transit is adequate. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. No conditions or mitigating measures pursuant to SEPA policies is necessary.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

None.

Signature: (signature on file) Date: November 6, 2003
Joan S. Carson, Land Use Planner
Department of Planning and Development
Land Use Services